

REMARKS

The above-captioned patent application was filed with 11 claims. Claims 2 through 4 and 7 through 11 have been cancelled. Of the remaining claims, claim 1 is in independent form.

Claims 1 through 11 stand rejected under 35 USC §112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicant regards as the invention. Claim 1 has been amended to remove the recitation of “the gear transmitting power” in line 6. This language has been replaced with “one of the plurality of gears transmitting power.” This change in language identifies the one of the plurality of gears that is providing the power received from the internal combustion engine, as is set forth in the preamble of claim 1. Claim 7 has been cancelled rendering the rejection hereunder mute. Therefore, Applicant respectfully submits that the remaining claims overcome the rejection under 35 USC §112, second paragraph, and are in condition for allowance.

Claim 1 and 7 stand rejected under 35 USC §112(b) as being anticipated by United States Patent 5,161,503, issued to Yano et al. on November 10, 1992 (the '503 reference) and United States Patent 4,924,832, issued to Abe on May 15, 1990 (the '832 reference). Applicant respectfully traverses these rejections. The '503 reference discloses an engine controller that determines at which stage, i.e., gear, that the motor vehicle is operating in before it determines the timing of ignition of the cylinders. In the '832 reference, a system is used to identify a basic ignition timing, which is based on engine revolution speed, engine load, and shift gear position.

Claim 1, as amended to clarify the invention, claims a method for controlling the timing of an ignition, including the steps of identifying one of the plurality of gears transmitting power generated from the internal combustion engine, measuring the speed of operation of the internal combustion engine by measuring the revolutions per minute of the crankshaft of the internal combustion engine, identifying the timing parameter using a look-up table, determining whether the revolutions per minute value is represented in the look-up table and generating the timing parameter for the ignition for each of the cylinders of the internal combustion engine.

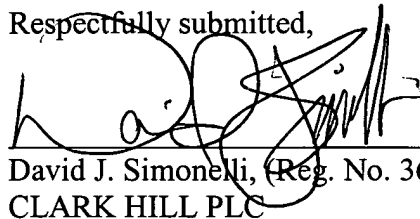
Amendment
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While each of the '503 and '832 references disclose the use of look-up tables and the gear that a transmission is in to determine the timing for ignition in an internal combustion engine, neither of these references disclose a method that includes the step of determining whether the measured revolution per minute value is represented in a look-up table.

Claim 1, as amended, incorporates all the limitations set for in claims 1 through 4, the combination of which was indicated as being allowable by the Examiner. Therefore, it is respectfully submitted that claim 1 and the two remaining claims depending therefrom, overcome the rejections under 35 USC §102(b) and are in condition for allowance.

It is respectfully submitted that this patent application is in condition for allowance, which allowance is respectfully solicited. If the Examiner has any questions regarding this amendment or patent application, the Examiner is invited to contact the undersigned.

Respectfully submitted,



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